

CHINA



MAIL.

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日三初月一十年寅戊

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALLEN, 8, Clement's Lane, Lombard Street. GORDON & GOTT, 30, Cornhill. GORDON & GOTT, Ludgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 162, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEY, 19, Rue Monseigneur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Manila.

CHINA:—MORRIS A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HEDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WAUGH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,200,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BELLING, Esq.
H. L. DALRYMPLE, Esq.
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CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East.
Hongkong, November 26, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per cent. per annum.
" 6 " " 4 " "
" 12 " " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. OROMBIE, Acting Manager.

Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.
RESERVE FUND, £150,000.

THE BANK OF ENGLAND.
THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

SAILOR'S HOME.

ANY Cast-off Clothing, Books, &c. PAPERS will be thankfully received at the Sailor's Home, West Point.
Hongkong, July 25, 1878.

For Sale.

FOR SALE.

FINE NEW FIGS, direct from Smyrna. Brazil and Barcelona NUTS.

LETT'S DIARIES for 1879.

Central and Pin Fire CARTRIDGE CASES.

CLOTH and FELT GUN-WADS.

AMERICAN PARLOUR and COOKING STOVES.

COAL SCUTTLES, new designs.

FENDERS and FIRE IRONS.

COCOA MATTING.

TAPESTRY CARPET.

DOOR MATS.

California LAMBSWOOL BLANKETS.

WHITNEY BLANKETS.

REP and other TABLE COVERS, Fancy Patterns.

TABLE LINEN: Fine TURKISH TOWELS.

LINEN SHEETING. PILLOW LINEN.

GREEN and MARONE REP.

FLANNEL SHIRTINGS.

FANCY FLANNEL for Gents' Suits.

NAVY BLUE SERGE.

CLOTH TROWER LENGTHS, Assorted Patterns.

ALBUMS, in great variety.

CRUMB BRUSHES and TRAYS.

CHUBB'S CASH and DEED BOXES.

VEYRON'S AUTOMATIC COFFEE MACHINES.

COFFEE ROASTERS. TREMBLING CALL BELLS.

IMPERIAL TRACING CLOTH.

DESSERT, DINNER and BREAKFAST SERVICES.

TABLE GLASSWARE, of every Description.

FOLDING CHAIRS.

CIGARS, CIGARETTES.

KELLY'S FAMOUS CUT TOBACCOS.

HOUSEHOLD STORES, of every Description.

CLARET in Casks. MALT. HOPS.

CAUSTIC SODA, CANADIAN POTASH.

CARBOLIC ACID. CHLORIDE OF LIME, &c., &c., &c.

LAMBERT, ATKINSON & CO.
Hongkong, November 18, 1878.

FOR SALE.

(IN ORDER TO EFFECT CLEARANCE OF AN INVOICE.)

GENUINE DUE DE MONTEBELLO CHAMPAGNE, in Good Condition, at the following Greatly Reduced Prices.

Per Case 1 Doz. Quarts, \$13.
" " 2 " Pints, \$14.

LANE, CRAWFORD & Co.
Hongkong, November 13, 1878.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs BIRLEY & Co. to sell by Public Auction, by Order of the Mortgagees, on or about the 20th JANUARY, 1879, the 1st Class IRON SCREW STEAMSHIP "AMERICA" of 563 Tons Net Register, Built in 1873 by Messrs. J. and R. SWAN, of Dumbarton, and Engine by Messrs. Top and McGregor, of Glasgow, with Compound Vertical Direct-Acting Surface-Condensing Engines of 90 Horse-Power (nominal), working up to 450 H.P. effectual; Consumption of Coal (Cardiff), about 8 Tons; Speed, about 8 Knots; Capacity of Bunkers, 180 Tons; Diameter of Cylinders, 25 and 48 inches; Boiler Multitubular; Length 210 feet 8 in.; Breadth, extreme, 26 feet 7 in.; Depth of Hold, Tonnage Deck to Ceiling, 20 feet 8 in.; Spar Deck, Deck to Deck, 6 feet 7 in.; Draft, light, 9 feet; loaded, 17 feet; D. W. Capacity, including Bunkers, 1,100 Tons, or 16,500 Piculs exclusive of Bunkers; Class, Lloyd's 90 A1; Water Ballast; "Tween Decks laid; 8 Steam Winches, and HANFIELD'S Patent Windlasses; Saloon amidships for 10 Cabin Passengers and Cabin aft, for 8. Bunkers retubed in Hongkong in June, and the Hull and Machinery now in first-class order.

Spare Engine Gear and Coal to be SOLD SEPARATELY.

For further Particulars, apply to Messrs. BIRLEY & Co., or the Auctioneers, where Inventory and Plan of the Vessel can be seen.

TERMS OF SALE.—Half Cash on fall of the hammer. The Balance on completion of Transfer, expenses of which are to be borne by the Purchaser. The Ship and Inventory, with all faults and errors of description, to be at the Purchaser's risk at fall of the hammer.

HUGHES & LEGG, Auctioneers.
Hongkong, November 18, 1878.

For Sale.

EX LATE ARRIVALS.

LETT'S DIARIES for 1879.

BASS'S DRAUGHT ALE, in Splendid Condition.

PASTA'S HAWAII CIGARS.

LADIES' GARDENING TOOLS.

ELECTRO-PLATED READING LAMPS.

MARK TWAIN'S SCRAP BOOK.

Novelties in Meerschaum PIPES & CIGAR TUBES.

POCKET KNIVES.

THE NEW CHAMPAGNE TAP.

SWIMMING BELTS AND AIR CUSHIONS.

CHARLIS, in Pints.

TWEEDS, in Suit or Trouser Lengths.

FRIEZES, for Usters.

WINTER SOCKS & UNDERSHIRTS, Newest Patterns.

CHAMBERS'S ENCYCLOPEDIA, Latest Edition.

KELLY'S DUNDEE MARMALADE.

KEITH JOHNSON'S LATEST ATLAS.

DICTIONARIES & WORKS OF REFERENCE.

TODDY KETTLES.

SPECIAL BLEND SCOTCH WHISKY.

SADDLERY.

SCARVES AND TIES, Newest Patterns.

GRAMMARS AND SCHOOL BOOKS.

NEW SEASON'S APPLES.

THE NEWEST NOVELS.

RED HEART RUM.

SHOOTING BOOTS.

SPORTING GEAR, of all Descriptions.

LANE, CRAWFORD & Co.
Hongkong, October 18, 1878.

Intimations.

MOORE & Co.,
"VARIETY STORE,"
NEWS AGENTS AND TOBACCONISTS.
No. 42, Queen's Road Central,
Hongkong, September 10, 1878.

AFONG,

PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, AND TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE Spacious Premises being built especially for the production of Portraits and fitted up so as to command the Day Light throughout all the Hours of the Day, is Open from 8 o'clock a.m. until 5 o'clock p.m., under the personal Management of D. E. GRIFFITH, who has introduced all the latest novelties.

ENLARGEMENTS AND REDUCTIONS.

In a Superior Style at Moderate Charges.

STUDIO, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel.

Hongkong, September 19, 1878.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Cheap Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,
Proprietors.
Hongkong, August 28, 1878.

HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

Shop—WELLINGTON STREET, opposite the Cathedral.
Hongkong, September 20, 1878.

DENTAL NOTICE.

DR. ROGERS has Returned and is Now Ready to RECEIVE PATIENTS at No. 7, ARBUTHNOT ROAD.

Hongkong, November 23, 1878.

FROM the 1st of OCTOBER, Dr. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 28, 1878.

CONSULADO DE ESPAÑA EN HONGKONG.

CON arreglo al pliego de Condiciones que se halla de manifiesto en este Consulado y en el Aviso de Guerra Español "MARCHA DEL DUEÑO" hechas las 14 de la mañana del 25 del actual; se saca a pública Licitacion la LAMPARA DE LOS FONDOS DE PUERTO BUQUE, LA CONSTRUCCION DE UN BOY, para el mismo y otras REPARACIONES.

Dicho Apto tendrá lugar en la Cancilleria de este Consulado a las 12 en punto del referido día 29 y hasta media hora antes se admitiran las proposiciones que se presenten, las cuales han de estar arregladas al modelo que al final del pliego de condiciones se copia.

Hongkong, 18 de Noviembre de 1878.

El Consul Interino, JOSE VELENZ.

Notices of Firms.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
HONGKONG AGENCY.

FROM This Date until further notice, Mr. L. HENNEQUIN will assume the Management of the Company's Office at this Port.

H. DE POUEY, Agent.
Hongkong, November 1, 1878.

NOTICE.

THE Interest and Responsibility of Mr. ARTHUR CHART in our Firm CEASED on the 31st December last.

J. INGLIS & Co.
Hongkong, June 13, 1878.

NOTICE.

MR NG MEI KUM otherwise called NG HOK MUN is admitted a Partner in our Firm from the 2nd February, 1878.

TACK MEE, HOP KEE HONG,
No. 9 & 11, Bonham Strand West.
Hongkong, September 30, 1878.

NOTICE.

THE INTEREST AND RESPONSIBILITY of the late Mr NG SIN FOO otherwise called NG HOK SEE in our Firm CEASED from the 2nd February, 1878.

TACK MEE, HOP KEE HONG,
No. 9 & 11, Bonham Strand West.
Hongkong, September 30, 1878.

TO LET.

THREE OFFICES, in Club Chambers. The DWELLING HOUSE, No. 3, Alexandra Terrace.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, October 31, 1878.

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East:—

FIRST FLOOR and BASEMENT of No. 2, Praya East, either separately, or together, as required, with immediate possession.

HOUSE No. 8, Praya East. The whole House or in Flats, with immediate possession.

As also,
SIX SPACIOUS ROOMS, with Corridors and Out-houses in the DWELLING HOUSE, to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine spacious Verandah looking on the Harbour. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

For further particulars, apply to
MEYER & Co.
Hongkong, August 14, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to
TURNER & Co.
Hongkong, August 1, 1878.

Entertainment.

POSTPONED
IN CONSEQUENCE OF MR. VERNON NOT HAVING RECOVERED SUFFICIENTLY TO APPEAR.

THEATRE ROYAL, HONGKONG.

THE OPERA SEASON BEING FINISHED,
MR. JOHN ROLLINGS BEGS to Announce that he will take his FAREWELL BENEFIT in Hongkong, on
THURSDAY EVENING, November 28th, 1878.

On which occasion will be produced
BENEDICT'S ROMANTIC OPERA
"THE LILY OF KILLARNEY,"
In Four Acts,
With all its Startling Effects.

MISS OLARA STANLEY AS EILY.

CAST OF CHARACTERS:
Hardress Oregan, Mr. J. VERNON.
Dancy Mann, Mr. H. PHILLIPS.
Myles-na-Coppaleen, Mr. J. ROLLINGS.
Anne Chute, Miss B. DRAGER.
Mrs. Oregan, Miss A. DRAGER.
Father Tom, Mr. PADDOX.
Mr. Corrigan, Mr. MAC KINNON.
Servant, Mr. BEAUMONT.
Shelah, Miss B. DRAGER.
Eily O'Connor, Miss OLARA STANLEY.
Hunters, &c.

THE CELEBRATED WATER CAVE SCENE WILL BE PRODUCED IN ITS ENTIRETY, WITH ALL ITS STARTLING EFFECTS.

SYNOPSIS OF SCENERY:
ACT I.
HALL OF TORE OREGAN.

ACT II.
THE GAP OF DUNLOE.

COTTAGE AT MUCKROSS HEAD.

Mr J. ROLLINGS and Miss B. DRAGER will introduce the celebrated
MRS. MACGOWAN'S REEL.

ACT III.
SCENE 1ST.—EXTERIOR OF TORE OREGAN.

SCENE 2ND.—MOUNTAIN PASS.

Interval of Five Minutes.

SCENE 3RD.—THE CELEBRATED CAVE SCENE.

ACT IV.
THE MARRIAGE SCENE.

GENERAL DENOUEMENT.

MUSICAL DIRECTOR, Mr. F. PANIZZA.

The Operas are produced under the Sole direction of
MR. H. VERNON.

REMEMBER THURSDAY, Nov. 28th / ROLLINGS' BENEFIT.

Tickets to be had and Seats secured at Messrs. KRUSE & Co.'s, where a Plan of the Theatre may be seen.

PRICES OF ADMISSION:
Dress Circle or Orchestra.
Stalls, Two DOLLARS.
Pit, ONE DOLLAR.

Ladies unaccompanied by Gentlemen cannot be admitted.

Hongkong, November 26, 1878.

Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers to New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "MENMUTA," (expected about the 18th instant), will be despatched as above on or about the 30th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, November 11, 1878.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COCKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Australian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Chartered Steamship "MECOA," Captain MURRAY, due here about the 18th instant, will be despatched as above early in December.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, November 11, 1878.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "PEI HO," Commandant PASQUALINI, will be despatched for SHANGHAI shortly after her arrival from Europe.

L. HENNEQUIN, Actg. Agent.
Hongkong, November 21, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBRE," Commandant DE GIRARD, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

L. HENNEQUIN, Actg. Agent.
Hongkong, November 21, 1878.

Sailing Vessels.

FOR HAMBURG.

The 3/3 L. 1.1 Swedish Bark "ALMA," O. OHLSSON, Master, will load here and will have quick despatch.

For Freight, apply to
MEYER & Co., Agents.
Hongkong, November 21, 1878.

FOR MELBOURNE & DUNEDIN (N.Z.)

The British Bark "HOTSPUR," Capt. SHAW, will have a quick despatch for the above Ports.

For Freight, apply to
ROZARIO & Co.
Hongkong, November 11, 1878.

FOR LONDON.

(If sufficient inducement offers.)
The 41 British Ship "COMSTOCK," A. MONSON, Master, will load here and have quick despatch.

For Freight, apply to
MEYER & Co.
Hongkong, November 16, 1878.

FOR NEW YORK.

The 41 British Bark "LIZZIE PERRY," Captain PITMAN, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, September 17, 1878.

FOR SAN FRANCISCO.

The 41 German Bark "NIAGARA," PAULSEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, November 2, 1878.

FOR CALLAO.

The British Bark "LORD MAOULAY," MONKMAN, Master, having a large portion of her Cargo engaged, will have quick despatch.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, October 26, 1878.

FOR NEW YORK.

The 41 British Ship "MARY FRASER," DEXTER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, September 14, 1878.

FOR LONDON.

The British Ship "SIR CHARLES NAPIER," GEO. FRENCH, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, September 14, 1878.

FOR HAMBURG.

The 3/3 L. II American Bark "DIRIGO," STAZER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, July 30, 1878.

on board at Anjer; I cannot say he was drunk. About a week after we left Anjer I concluded he was drunk because he could not stand. He stood on the fire-rail and tried to heave the lead, and he fell down between the main top-sail braces and the rail outside, and nearly went overboard. I do not think his eyes were inflamed on account of sickness.

Richard Hughes, an A.B., said: I first saw the Captain drunk when we left Cardiff, and again at Anjer Point. He went about the decks calling out and abusing everybody. He was drunk for about one week. He made use of the most disgusting language to everybody on board. On one occasion I was on the port-yard-arm of the main-top-sail-yard taking in the sail. The sailmaker and last witness were there. The sailmaker said "Haul up the spilling line" and the Captain called out "Never mind the spilling line, God d— your souls, pick up the sail." He was abusive to the whole passage, particularly whilst under the influence of drink. I saw him unmistakably drunk the night we left Anjer. He was not so bad when he came on board. About half-past 7 o'clock the Captain gave me a course different from the one I was steering, and the mate said "Don't take any notice of him, he don't know what he's saying, steer as I tell you." I know the Captain was drunk because he was unsteady. The Captain was in his berth the greater part of the week, and the mate looked after the ship. The sailmaker was in charge of the deck for four hours, he is nothing but an old sailor, no certificate or anything. We applied for our discharges before we made the complaint against the Captain.

By Mr. Toller:—Lucas relieved me at the wheel. (At this moment the previous witnesses were observed to make signs to the witness, and they were consequently removed.)

Continued:—It was not Lucas who relieved me at the wheel.

Mr. Toller: Have you not altered your statement on account of what the witnesses signalled to you?

Witness: No, I swear I have not. I do not know who relieved me; it was one of the other watch.

Michael Wallace, an A.B. and an ancient-looking mariner, native of Ireland, sworn, said:—I have repeatedly seen the Captain drunk: on one occasion I poured water on the Captain's head. The Captain was very abusive at the time. (Witness spoke of the Captain having altered the course, and said the mate told him not to mind the Captain.) The Captain complained of sunstroke, but I thought it was drunkenness. I saw a case of gin brought on board at Anjer. The crew got a glass of gin apiece when we were at anchor at Anjer, and the crew that assisted also got a glass of gin apiece.

By Mr. Toller:—The Captain did not say it was sunstroke when I poured the water on his head, but he said so at other times. I could him at all events, whatever it was. I cannot say the Captain was drunk when he boarded the schooner at sea. He might have had some issue of him, but I could not see it at all events.

Johann Ngrove, Lucas Blaswick, William Vickery, Richard Murray, Edward Davis and A. A. Patterson were severally examined, and gave corroborative evidence.

Harry Bandy, an ordinary seaman, gave similar evidence regarding the drunkenness and steering, but said that the Captain had been crying-drunk; he cried about the long passage he had made. He walked about the poop exposing his person; his trousers were on, but he had them down to his feet. Witness said that the Captain had threatened to knock his head off. He had threatened him on several occasions. For the Captain to abuse him was a matter of almost daily occurrence. He said the sailmaker was called on deck to keep the mate's watch. Witness believed the mate was drunk; he smelt very strongly of liquor. Witness would not swear the mate was drunk. The crew were willing to take their discharges without bringing this charge, but would not go another passage with the Captain.

By Mr. Toller:—The carpenter saw the Captain exposing his person. I have heard two or three men say they saw it. He did so on several occasions. I never saw the Captain on deck when the sailmaker was keeping the mate's watch.

James Willis, the cook, then gave evidence somewhat similar to that of the first witnesses.

Ferdinand Weymann, the second mate, sworn, stated that he shipped at Cardiff; he had often heard the Captain abuse the crew. He had abused witness and struck him too. The Captain had struck witness in the mouth with his fist and kicked him over the right hip. Witness was obliged to keep his bed for two or three days in consequence. Witness had seen the Captain drunk.

One or two more witnesses were examined, and the enquiry was then adjourned until Friday next, at 10 o'clock.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before the Hon. J. Russell.)

November 23, 1878.

Collings v. Lilly.—Plaintiff here sued in order to obtain a settlement of accounts and dissolution of partnership as partner with defendant in an Opera Company. Mr. Denys appeared for plaintiff, and Mr. E. Sharp for the defendant, but really on behalf of several creditors. Mr. Sharp explained that his clients were quite agreeable to a dissolution of partnership being arrived at. It was ultimately agreed that the accounts be referred to the Registrar, and the Judge made an order for the dissolution of partnership, as requested.

Meyer v. da Silva, \$135.—His Lordship now delivered judgment in this case. The dispute arose out of an alleged breach of agreement connected with certain negotiations to rent house No. 3, Braya East. His Lordship ruled that no contract had been made out by the plaintiff. The letter of Mr. Sheppard (plaintiff's assistant) might be construed into either an acceptance or merely an offer. The parties evidently had not come to any terms, although a draft agreement was drawn up. There was no doubt, however, that defendant ought to have approved plaintiff of the fact that he had made other arrangements. The offer of \$40 made by defendant had been satisfactorily explained by the consideration that defendant made it because he was anxious to do business with plaintiff's firm. As he held that there was no agreement, he must give judgment for the defendant, with costs.

Mr. Toller appeared for the plaintiff, and Mr. Holmes for the defendant.

Lee Tong and another v. Miller, \$14.—This was a claim for wages. The defendant had paid \$5.29 into Court, but stated that the plaintiffs had left his service without giving notice. As the plaintiffs had accepted this sum as full payment, His Honour gave judgment for \$5.29, the payment into Court being held to be an admission of liability.

Police Intelligence.

(Before J. J. Francis, Esq.)

26th Nov., 1878.

LARCENY.

Chun Asung, a coolie, was sent to 6 months' hard labour for stealing some old iron valued at one dollar the property of Mr. Kwok Acheung.

DRUNKS.

William Steel, seaman unemployed, drunk and refusing to pay chairhire. Fined 5 shillings and ordered to pay 50 cents amends.

John Williamson, seaman U.S.S. *Ashuelot* drunk and incapable. Cautioned and discharged.

STRAGGLERS.

William McLean, private marine U.S.S. *Ashuelot*, was ordered to be sent on board his ship, he being a straggler.

Japan.

(Mail, Nov. 16th.)

It has become necessary to warn the London newspapers against the slanderous telegrams which are now sent by every mail steamer that leaves Yokohama for San Francisco.

Unless bearing the 'hall mark' of Reuters, telegrams sent to the American and European press are not trustworthy. They are worse than untruthful—they are deliberately intended to mislead. The scandalous reports upon which we comment are born of malice, and we observe with regret that the London papers have, in ignorance, reproduced them. The impudent allusions to Her Majesty's Minister and to his imputed hostility to the Japanese Government respecting the yet unformulated and probably incomplete Quarantine Laws are falsehoods; and the statements to the effect that the British community wished the Japanese Internal Loan, lately negotiated, to fail are also pure fictions. British traders in Japan, having a great stake in the well-being of the Empire, no doubt foresaw, as did traders of German, French, United States and other nationalities, the unfortunate tendencies of the Imperial finance, and the urgent need, in some directions, of rectifications of its policy; and in the press and elsewhere have expressed their opinions accordingly;—but to say, week after week, by mail after mail, that the British Minister is the oppressor of Japan, and that the British mercantile community is inimical to the country, and envious of its potentially prosperous future;—these are mere impudent inventions to suit the purposes of an unscrupulous journalist—the value and motives of whose deliverances are perfectly well understood and despised here,—but which evidently require exposure abroad.

A great rise in the market price of the value of pension bonds in the possession of residents of Tokio, is reported. The total value of bonds presented to the Kumamoto *Kencho* by the people for endorsement, during September of this year, amounted to 124,160 yen, while the value of those which were bought by the *Kencho* during the same period amounted to 85,000 yen.

From the fourth annual report of the Osaka Mint, we extract the following:—The total amount of the value of coins issued during last year was 5,345,350 yen 18 sen, while the value of the bullion coined at the Osaka Mint from January of the third year of Meiji, (1869) up to June of this year, was 82,843,557 yen 13 sen.

The total value of the exports during September of this year from the open ports of Japan to foreign countries, amounted to 1,781,201 yen 77 sen 6 rin, while the value of imports amounted to 2,631,386 yen 1 sen 1 rin, the latter exceeding the former by 750,184 yen 31 sen 5 rin. The total amount of duties on exports and imports was 188,009 yen 73 sen 1 rin. The total value of the gold and silver coins, together with the raw metals exported to foreign countries from the various ports of Japan during September of this year, amounted to 506,862 yen 47 sen 1 rin. We cannot guarantee the correctness of these figures, they are translations from the native press.

The *Ozaka Nippo* announces that a considerable quantity of ebony and other valuable woods from Looboo arrived at Kobe on the 7th instant.

The *Ozaka Nippo* announces that certain inhabitants of the province of Awaji, in the *Ryogo Ken*, are taking active steps to establish factories for the manufacture of cotton-cloth in seven places in the Looboo islands, with a capital of 100,000 yen.

Arrangements are being made by the *Ozaka Fuchō* for the establishment of a cloth factory in that city with a capital of 14,500 yen.

We noted in a former issue that much exported rice had been returned to Japan on account of its inferior quality, a further quantity of ten thousand *koku* was returned from London on the 9th instant. The only clue to these absurd reports that we can discover on enquiry, is in the fact that a cargo of rice sent to Hongkong for sale did not meet with a satisfactory offer and was returned to the consignee's hands, at this port.

The total number of dwelling houses in Tokio, including those in which foreigners reside, is 238,861, and the population is 1,036,771.

(Gazette.)

Information was received yesterday morning (Nov. 17th) at the agency of the China and Japan Trading Company in Yokohama, that a fire had broken out on board the American ship *Coldstream* at Kobe. It will be remembered that about a fortnight ago the *Coldstream* discharged several thousand cases of kerosene after going ashore in Idsumi Straits, and the fire broke out while she was discharging 16,000 cases of the remaining cargo into the *Lothar* at Kobe. Information received today is to the effect that the *Coldstream*, while burning, was towed away from the rest of the shipping, and that the fire was confined to the between-decks, about 1,000 cases, out of the 12,000 still on board, having been either destroyed or damaged. It is supposed that the oil below decks has been preserved in fair condition, and it is also satisfactory to learn that the ship has not suffered irreparable injury.

SUICIDE IN YOKOHAMA.

Consul-General T. B. Van Buren held an inquiry, with Mr. C. D. Harman and Mr. T. Walsh as jury, yesterday afternoon (Nov. 17th) at the International Hotel, Yokohama, into the cause of death of an American gentleman recently arrived at this port from San Francisco. The following testimony was given:—

Dr. Wm. C. Dabney, stated:—I am a physician residing in America, and knew the deceased. In the early part of October I got a letter from his brother telling me that the deceased had been in delicate health, and was threatened with lunacy, and that in June last he became very despondent. His family were then in Europe, and in the latter part of June or the early days of July the deceased went to Newport, Rhode Island, where he spent the night. He was then sent to New York for a medical opinion, and afterwards proceeded to London for the same purpose. While on the Continent he joined his family and seemed to improve rapidly until they returned to New York. A day or two after the melancholy symptoms returned, and deceased was sent to the White Mountains, where he stayed until the 4th October, and it was at that time that his brother wrote to me to know if I would accompany the deceased on a voyage round the world. I accepted the proposition, and we left New York on the 9th October.

We stopped a few days on the road, came across from San Francisco in the *Belgic*, and arrived here on Saturday morning. On the way over the deceased seemed to be more cheerful in the evening. He went to bed about ten o'clock last night. I slept in this adjoining room with the door open, just as they are now. I spoke to him when I got up at half-past seven this morning, asking him what time it was. He said "I suppose it is about half-past seven." I said to him, "You had better get up," and then went to wash. While I was washing I heard a discharge of a pistol. I ran in here and asked, "What was that?" and he replied, "I've shot myself; I've killed myself." Then I said, "What on earth made you do it?" He said, "I've been a bad boy." I then ran back into the other room and called through a door to a friend who, I thought, was in the next room, but he was not there and I got no answer. I then called through the front door of the room, and Captain Meyers, of the *Belgic*, came, and a few moments afterwards Mr. Smith of the hotel, and Dr. Goetz. They then came and found a pistol in the bed and a wound in the left side. I knew that he had a pistol, and in New York I advised his family not to let him have it, but they said they could not get it away from him, and as he was so much better, I did not think it necessary to make a point of it myself.

To the Jury:—He lived about five minutes after he shot himself. He was twenty-seven years of age, and not married. Dr. Adolphe Goetz stated:—This morning about eight o'clock Mr. Scott, from the International Hotel, called me there telling me that a young man, who was staying there, had shot himself. I went immediately, and found the deceased in his bed in the same position as he is now. I examined him, and found the pulse and heart beating very slow, and within five minutes, in my presence, after a few deep inspirations, he died. Dr. Wheeler came and found him already dead. On examining his body, I found a shot wound between the third and fourth ribs on the left side of the chest. I saw the pistol lying in the bed on the left side. It was a small revolver, with four or five chambers, all loaded but one. The cause of his death was the wound; the ball must certainly have passed through the heart. There was no bleeding at all. There were no other marks except those of powder upon the flannel shirt, through which the ball had passed. I think there is no doubt that he inflicted the wound with the left hand. A verdict was returned that the deceased came by his death by firing a pistol ball into his breast, while labouring under temporary insanity.

Those with whom the deceased conversed on the evening previous to the sad occurrence said that he was of very pleasant address, and was cheerful, proposing on the following morning (Sunday) to attend church in Yokohama. At the request of Dr. Dabney, the body is to be embalmed, and conveyed to the home of deceased's family in the United States.—*Japan Gazette*.

OUR VOLUNTEERS.

(Chambers's Journal.)

Our Volunteers had a good deal to put up with in the first few years of the movement from the street Arabs and other idlers, who could find no better employment than to fling all kind of rough sarcasm and what may appropriately be termed 'gutter criticism' at the members of the different corps. An unfortunate Volunteer, for instance, was fined for shooting a dog on Blackheath Common as he was going to drill, and almost immediately every Volunteer was hailed in the London streets with the cry of 'Who shot the dog?' Again when the Volunteers met in the public parks for drill they were closely surrounded by a curiously taunting crowd, which obstructed their movements and laughed heartily at their mistakes. The comic papers were so filled with amusing caricatures of our citizen soldiers, and a great deal was done even in high places to throw cold water upon this patriotic and puerile movement. All this, and has become entrenched in the hearts of Englishmen as one of our greatest institutions. It numbered at first some two hundred thousand men, but this included persons of all ages, sizes, and classes; and after the first flush of enthusiasm passed off, the motives which actuated many of them were not so much military zeal or any of the more solid military virtues, as a love of novelty and a taste for good fellowship.

The Volunteers are now organized upon a somewhat different footing. No one is accepted as a recruit who is not physically able to undergo military work and marching; but should the Volunteer wish to quit the service, he must comply with the following rules as laid down in *Regulations for the Volunteer Force*. He must give to the commanding-officer of his corps fourteen days' notice in writing of his intention to quit the corps. He must deliver in good order—his war and peace kit, all his arms, accoutrements, and appointments that may have been issued to him. And he must pay all money due or becoming due by him, under the rules of the corps, either

before or when he quits the corps. When the above regulations have been observed, the Volunteer is free to bid adieu to the ranks. His uniform is supplied to him free, but only on condition that he shall make himself an 'efficient'; a condition which, if fulfilled, will earn for the funds of his corps the government capitulation grant of thirty shillings per year. Efficiency is gained by attending a certain number of drills and parades and gaining a regulated score of marks for rifle-shooting.

Thus at a small cost to the State the different corps are made self-supporting, the Volunteer himself being put to no expense beyond the time which he gives to the necessary drills and parades. The Volunteers have now learned what military discipline is, and have, by their attending the exercises and manoeuvres of the regular army, shown themselves willing to submit to it. Most Volunteer officers also take a pride in knowing their duty, and are no longer helplessly dependent on the adjutant and the drill-instructor. Instead of being regarded in the light of a novelty, volunteering is now looked upon as a serious business by all engaged in it, and as a task which in its perfect fulfilment will render them worthy citizens of a great and widely extended empire.

The service which the Volunteer movement has rendered to Britain is of incalculable value, for besides giving us a defending army of nearly two hundred thousand 'efficient' men, trained to the use of every weapon known in warfare, it has been a school in which, during the twenty years of its existence, thousands have learned those elementary principles of military life which, in the case of an invasion, would enable them again to come forward in defence of their Queen and country. The very fact of Great Britain possessing such an army would deter, and for aught we know to the contrary, may have deterred hostile nations from invading her shores.

The two largest Volunteer corps are Scotch, namely, the 1st Lanarkshire Artillery with seventeen batteries, and the 1st Edinburgh (Queen's) Rifle Brigade with twenty-five companies; these being the only two corps whose strength entitles them to two adjutants each. The militia and yeomanry trainings of 1878 were attended by seventy-six thousand, and nine thousand five hundred officers and men respectively; while the annual inspections of the Volunteers for last year resulted in an attendance of 159,378 men of all ranks.

We find by reference to the Annual Returns of the Volunteer corps, that no fewer than 16,306 officers and sergeants obtained Certificates of Proficiency in 1877. These are facts which it is consoling for the public to know, for they ought to dispel in the future any fear of the consequences of foreign invasion.

The Civil War in America showed us what a Volunteer army could do; and it behoves this country now to see that this magnificent force which it has at its disposal should be placed on such a footing in relation to the other forces as will for ever secure its services. Our Volunteers constitute a force to which no other country can present a parallel; and as such, irrespective of its being the means of doing away with the evils of conscription, is worthy of all the support which the State can give it, for certain events within the past few years have shown us to what straits a country is driven, and how great is the misery of its people when it has been successfully invaded. As a sign of the times too, we may note with satisfaction the patriotic feeling which has, in the present crisis of our national history, induced many Volunteer corps to offer their services to the government for garrison duty at home, in the event of our army proceeding abroad, one regiment—the London Irish—even going so far, we learn, as to place itself at the absolute disposal of the Government for service either in or out of the United Kingdom.

Long may it be ere these shores are ever again approached by an enemy bent upon our destruction as a people; but we cannot shut our eyes to the fact that such an enterprise would perchance be this have been effected if it had not been for the patriotic conduct of our youth, who have enabled Britain to cover herself with an impenetrable shield, and to find in the arms and hearts of her own sons that indomitable strength which is best and most appropriately expressed in the peaceful words that form the motto of our citizen army, namely, *Defence, not Defence*.

LONDON GOSSIP.

(Pioneer.)

I had some talk the other day with a very clever man, a Colonel Dyer, a partner of Sir Joseph Whitworth or Sir William Armstrong—I really am not sure which. At any rate he is one of the governing authorities on gunnery and blood-thirsty implements in general. He described to me the last thing in torpedoes, and certainly one does not see how invention in this direction can go much further. This new contrivance is the production of the famous Swedish or rather Swedish-American engineer, Ericsson, and in comparison with it the Whitehead torpedo is little more than a child's toy. Ericsson's vessel is pleasantly called the *Destroyer*, and seems likely to justify its name; while the worst of it is that it can hardly be itself destroyed. No part of the structure appears above water for a hostile gun to aim at except the very summit of the smoke-stack and the 8-inch armour plating protecting the wheel and steering gear. This armour inclines upwards at an angle of 45° from the water's edge on each side to a longitudinal ridge, and as the vessel will always sail end-on, discharging its torpedoes in a line parallel with the keel, firing at it will be not so much like aiming at the edge of a knife as firing at the point of a needle. And yet this *Destroyer* is by no means of small size. It is more than forty yards (130 feet) long, to twelve feet broad at the widest part, i.e., near the bow, whence the torpedoes are discharged, although submerged as to its whole depth (except the smoke-stack and the wheel protected by the iron shield). It is guaranteed to live in any weather and in fact professes to be unsinkable. Nothing, however, that I have yet said shows the *Destroyer* to be at all more destructive than a Whitehead torpedo. The chief difference (among several) to the advantage of the *Destroyer* in its comparative certainty of striking the vessel it is sought to destroy. "A fool's bolt," says the proverb, "is soon shot." The Whitehead torpedo when once launched at its object is shot and done with. It may hit its work or it may miss, and in the latter case it vanishes irretrievably into space. The aim, however, will have to be taken

in many cases from such a distance, and at the mercy of so many possible causes of deviation, as to make its success problematical, even though it may have been correctly directed in the first instance. Once diverted from the right line the Whitehead can no more correct its aim than a rifle-bullet. The *Destroyer*, on the other hand, carries a crew of three or more men; its course is governed throughout by the rudder; and there is, practically, no limit to the number of torpedoes it may discharge and from a proximity which almost ensures accuracy. Having discharged them, or if itself endangered by hostile torpedoes, the *Destroyer* can take to flight, and at a speed (upwards of 23 miles an hour) to defy pursuit. This high rate of speed will, moreover, enable the *Destroyer* to burst through any net which might be spread to oppose its progress. Such a velocity could not be obtained for any considerable distance from the expansion of compressed air which is the motive power of the Whitehead torpedo. Accordingly the *Destroyer* is propelled by steam, its engines yielding, it is said, no less than 1,000 horse power on a low pressure of steam. Captain Ericsson, like our Brunel, is almost as famous for his failures as for his successes; but I am afraid this *Destroyer* is really a success. The Americans are by no means prone to be credulously sanguine as to their inventions in machinery. On the contrary, they are particularly hard and critical in their self-judgments in such matters; and hence it is probably that they have achieved such signal triumphs in the way of mechanical invention. Now the Americans, who have witnessed Captain Ericsson's New York experiments, have no more serious objections to urge against the *Destroyer* than that it is not absolutely indestructible. They say that its submergence is not deep enough altogether to secure it against heavy projectiles; and again, that a steam launch boldly dashed against its side, would at once infallibly sink it. Another objection (not to the efficacy of the invention, but to its extended use as its costliness. One *Destroyer* costs as much as twenty-eight Whitehead torpedoes; and whether it can be expected to damage in corresponding proportion is problematical. By the bye, they say that the Messrs Whitehead have already realised a fortune of considerably more than a million sterling, so lucrative is it to destroy one's neighbour. If Captain Ericsson, carry other patents of submerged vessels, should be at all similarly fortunate, I think he ought to give John Verne a liberal royalty. I suppose you have read his *Twenty Thousand Leagues under the Sea*. Who can say what share it may not have had in stimulating inventiveness in the submarine direction? For Captain Ericsson is not the only person who claims to have solved the problem of submarine navigation.

Public experiment was recently made at Birkenhead of a torpedo-boat devised by a Mr. Garrett, which could be submerged and raised at pleasure. The experiment, however, was considered by experts to have failed chiefly because the vessel could not be made to travel under water faster than a man's ordinary walking pace on land—about a hundred yards a minute. Although the Garrett torpedo-boat is by courtesy said to be submerged, and though it really is so as regards the body of the vessel and the crew (three men), yet it carries a sort of look-out box of which a cube of two feet is always exposed above water-level. Now, considering that the boat takes more than a quarter of an hour in going a mile, it is clear that this look-out box would have every chance of being knocked into smithereens before the vessel could get near enough to an armour-clad to use its torpedoes with effect. Nevertheless, this Garrett torpedo-boat, notwithstanding its practical failure, possesses a peculiarity which deserves honourable mention. Though it cannot from its want of speed go as far under water as the *Destroyer*, it can stay there much longer—in fact more than an hour. Whereas Captain Ericsson uses steam as his motive power, but compressed air for keeping his crew alive, Mr. Garrett uses compressed air to get such locomotion as he attains, but preserves his mariners from asphyxiation by an ingenious chemical expedient which constitutes his special secret. In the Garrett torpedo-boat the crew in fact breathe the same air over and over again—the expired air being conveyed through a tube to the chemicals which revivify it, and return it reasonably pure and wholesome to the general atmosphere of the boat. This part of the Garrett invention, which is a radical speculation and unlikely, is just the only portion which has proved an unequivocal success.

Exchange.
Bank, on demand, ... 3/7
" 30 days' sight, ... 3/7
" 6 months' sight, ... 3/8
Credits, ... 3/8
Documentary, 6 months' sight, 3/8
Bombay, demand Kuppes, 22 1/2
Calcutta, ... 22 1/2
Shanghai, demand, ... 72 1/2
" 80 days, ... 72 1/2
Bar Silver, 17 dwts. B., ... 110 nom.
Sycee, ... 109
Mexicans, ... 1 1/2 %
Gold Leaf, 99 1/2 fine, ... 27.70
English Sovereigns, ... 5.45
Australian Sovereigns, ... 5.45

Shares.
Hongkong Bank, 7 1/2 % prem.
Union Ins. Society of Canton, \$1,600
China Traders Ins. Co., \$1,650
Yongtze Ins. Assoc. Tls. 720
Chinese Insurance Co., \$3,873
North China Ins. Co., Tls. 1,250
H.K. Fire Ins. Co., \$910
China Fire Ins. Co., \$225
H.K. & W. Dock Co., \$17 % prem.
H.K. & M. S. Boat Co., \$12 prem.
Shanghai Steam Navigation, Tls. 17
China Coast S. Nav. Co., Tls. 104
Hongkong Gas Co., \$95
Hongkong Hotel Co., \$65
China Sugar Refining Co., \$160 nom.
Chinese Imperial Loan, £108
Do. of 1877, £108

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, November 26, 1878.
BAROMETER—9 A.M. ... 30.250
Do. 1 P.M. ... 30.150
Do. 4 P.M. ... 30.160

THERMOMETER—9 A.M. ... 74
Do. 1 P.M. ... 77
Do. 4 P.M. ... 74
Do. (Wet bulb) 9 A.M. 61
Do. Do. 1 P.M. 65
Do. Do. 4 P.M. 63
Do. Maximum ... 77
Do. Minimum over night 70

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.
Mar.		
23, Oracles,		Liverpool
30, Bristolian (s.),		Antwerp
Apr.		
16, Invincible,		Fenarth
June		
26, Underwriter,		Fortress Monroe
July		
16, Annie Bow,		Newcastle (N.S.W.)
18, Lymer,		Newcastle (N.S.W.)
19, Sydney,		London
21, Stant,		Antwerp
27, Pilgrim,		Cardiff
28, Abigail Cooper,		Antwerp
30, Sumaride,		Hamburg
31, Chalmers,		Cardiff

Aug.	Name.	From.
1, Bury St. Edmunds,		Penarth
7, Alfrico,		Cardiff
9, Urania,		Penarth
10, Corea,		London
11, Lota,		Cardiff
16, Friedrich,		Cardiff
Sept.		
10, Matchless,		Cardiff
11, Fifth of Forth,		Cardiff
13, Excalibur,		Hamburg
17, James Shepherd,		London
17, Uluru,		Liverpool [via Odif]
Oct.		
6, Patroclus (s.),		Liverpool
8, Perona (s.),		Hamburg

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers *de Suen Canal*, Glenlog, Cypresses.

Sailing Periods.

Hopewell, South Milton.

Star of the South.

At Liverpool.

Stentor (s.) Hector (s.)

Achilles (s.) Jacobine.

Leon (s.) Cadiz (s.)

At Cardiff.

Alce, Craig Ayr.

NOTICES TO CONSIGNEES.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship *BEIGIO*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,

Agent.

Hongkong, November 24, 1878. de2

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned, for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

L. HENNEQUIN,

Actg. Agent.

Ex "Anadyr."

M F, No. 381/2, Mr. W. R. Mansfield, 3

cases Wine, from Marseilles.

M F, No. 383/5, Mr. W. R. Mansfield, 3

cases Cognac, from Marseilles.

T H, Tan Sivo, 4 pkgs. Metal, from Bata-

via.

Hongkong, November 22, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S. S.

Eva, from London, in connection

with the above Steamer, are hereby

informed that their Goods are being

landed and stored at their risk at the

Company's Godowns, whence delivery may be

obtained immediately after landing.

Optional Cargo will be forwarded on,

unless intimation is received from the Consig-

neers, before To-day, the 15th Inst., at

5 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the

Undersigned.

Goods remaining unclaimed after Fri-

day, the 22nd November, at Noon, will be

subject to rent and landing charges.

No Fire Insurance has been effected.

L. HENNEQUIN,

Actg. Agent.

Hongkong, November 18, 1878.

Intimations.

Volume Seventh of the "CHINA REVIEW."

Now Ready.

No. 2.—Vol. VII.

—OF THE—

"CHINA REVIEW"

CONTAINS—

Brief Sketches from the Life of K'ung-ming.

The Critical Disquisitions of Wang Ch'ung.

The Idiot K'wok thing Wang.

Geographical Notes on the Province of

Kiang.

Stry Notes on Chinese Reader's Manual.

Ethnological Sketches from the Dawn of

History.

Translations of Chinese School-books.

The Ballads of the Sh'king.

The Pekingese Ju-shing.

Notes on Chinese Grammar.

Jottings from the Book of Rites.

Short Notices of New Books and Literary

Intelligence.

Notes and Queries:—

Devices for Keeping Time.

Modes of Consulting the Oracles.

Chinese Bank Notes.

The Mammoth.

The Emperor Styled "Brother of the

Sun and Moon."

The K'li-lin.

A Remarkable Tame Bird.

Legends on Soapstone and Chinaware.

The Portuguese Sovereignty over

Macao.

Breeding Pearls.

Beaks Wanted, Exchanges, &c.

China Mail Office,

Hongkong, November 9, 1878.

NOTICE.

THE Interest and Responsibility of the

Undersigned in the Chinese Mail,

No. 2 (Wah Tse Yat Po),

CREATED from the 1st August, 1877, but

Debit prior to that Date will be received

and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Under-

signed, has LEASED the Chinese Mail

from the 1st August, 1877, and has engaged

the service of Mr. LEONG YOOK CHUN,

as Translator and General Manager of the

newspaper, which under its new regime

will be found to be, as hitherto, an ex-

cellent medium for advertising, especially

as the Manager is able to devote his whole

attention to the conduct of the Newspaper.

KONG CHIM,

Leased of the Hongkong Chinese Mail,

Hongkong, April 9, 1878.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA

POINT DE GALLE, COLOMBO,

ADEN, SUEZ, ISMAILIA, PORT

SAID, NAPLES, AND

MARSEILLES;

Also,

MAHE, ST. DENIS, PORT LOUIS,

AND ALL INDIAN PORTS.

ON THURSDAY, the 28th November,

1878, at Noon, the Company's

S. S. *AMAZONE*, Commandant DIDIER,

with MAILS, PASSENGERS, SPECIES,

and CARGO, will leave this Port for the

above places.

Cargo and Species will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for

the principal places of Europe.

Shipping Orders will be granted until

Noon.

Cargo will be received on board until

4 p.m., Species and Parcels until 3 p.m.

on the 27th November, 1878. (Parcels are

not to be sent on board; they must be left

at the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

L. HENNEQUIN,

Actg. Agent.

Hongkong, November 15, 1878. no28

Occidental & Oriental Steam-

Ship Company.

TAKING THROUGH CARGO AND

PASSENGERS FOR THE UNITED

STATES AND EUROPE,

IN CONNECTION WITH THE

CENTRAL

and

UNION PACIFIC AND CONNECTING

RAILROAD COMPANIES

AND

ATLANTIC STEAMERS.

THE S. S. "BEIGIO" will be despatch-

ed for San Francisco via Yokohama,

on TUESDAY, the 3rd December, at

3 p.m., taking Cargo and Passengers for

Japan, the United States and Europe.

Connection is made at Yokohama, with

Steamers from Shanghai.

Freight will be received on Board until

4 p.m. of the 2nd December. PARCEL

PACKAGES will be received at the Office

until 5 p.m. same day: all Parcel Packages

should be marked to address in full; value

of same is required.

A REDUCTION is made on RETURN PAS-

senger Tickets.

For further Information as to Freight

or Passage, apply to the Agency of the

Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, November 16, 1878. de3



STEAM FOR

SINGAPORE, PENANG, POINT DE

GALLE, ADEN, SUEZ, MALTA,

BRINDISI, ANCONA, VENICE, MEDI-

TERRANEAN PORTS, SOUTH-

AMPTON, AND LONDON,

VIA BOMBAY;

Also

BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

"LOMBARDY," Captain V. B. HALL,

will leave this on THURSDAY, the 5th

December, at Noon.

Tea and General Cargo for London will

be conveyed via Bombay without tranship-

ment, arriving one week later than by the

direct route. Silk and Valuable will be

transferred to the Calcutta steamer at

Galle.

For further Particulars, apply to

A. MEYER, Superintendent.

Hongkong, November 23, 1878. de3

INSURANCES.

QUEEN FIRE INSURANCE

COMPANY.

THE Undersigned are prepared to grant

Policies against Fire to the extent of

\$45,000 on Buildings, or on Goods stored

therein, at current local rates, subject to a

Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

THE SCOTTISH IMPERIAL INSUR-

ANCE COMPANY.

THE Undersigned having been appointed

Agents in Hongkong for the above-

named Company, are prepared to Grant

Policies against FIRE on Buildings and

on Goods to the extent of \$50,000, at the

usual Rates, subject to an immediate Dis-

count of 20 per cent.

Attention is invited to a considerable

reduction in Premium for Life Insurance in

China.

MEYER & Co.,

Hongkong, August 10, 1878.

INSURANCES.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of

His Majesty King Geo. The First,

A. D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either

here, in London or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding

\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE

COMPANY OF MANCHESTER

AND LONDON.

THE Undersigned having been appointed

Agents for the above Company at

Hongkong, Canton, Foochow, Shanghai

and Hankow, and are prepared to grant

Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above

Company, are prepared to grant In-

surances at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

THE CHINA FIRE INSURANCE

COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of

China and Japan, and at Singapore,

Saiden and Penang.

Risks accepted, and Policies of Insurance

granted at the rates of Premium current at

the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Secretary.

Hongkong, November 1, 1871.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

Incorporated by Royal Charter and

Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong

for the above Company, are prepared

to grant Policies against FIRE, to the

extent of £10,000 on any Building, or

on Merchandise in the same, at the

usual Rates, subject to a discount of 20

per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored therein, on

Goods on board Vessels and on Hulls of

Vessels in Harbour, at the usual Terms

and Conditions.

Proposals for Life Insurances will be re-

ceived, and transmitted to the Directors

for their decision.

If required, protection will be granted on

first class Life up to £1000 on a Single

Life.

For Rates of Premiums, forms of pro-

posals or any other information, apply to

ARNOLD, KARBURG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE

UNITED STATES.

THE Undersigned are prepared to accept

RISKS at GREATLY REDUCED

RATES, and upon Terms very favourable

to the Assured.

OLYPHANT & Co.,

Agents.

Hongkong, October 17, 1878.

CHINESE INSURANCE COMPANY,

(LIMITED.)

NOTICE.

POLICIES granted at current rates on

Marine Risks to all parts of the World.